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THE WEEKLY OF BUSINESS AVIATION

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ACAP ASKS CONGRESS TO INVESTIGATE ALLEGATIONS ABOUT HELMS

Aviation Consumer Action Project wrote to the chairmen of three aviation subcommittees in the House and Senate last week asking them to conduct investigations into allegations about the business practices and financial dealings of FAA Administrator J. Lynn Helms. ACAP, a non-profit group formed by consumer activist Ralph Nader, referred to a lengthy article in the Oct. 7 edition of the *Wall Street Journal.*

The letters were sent by Matthew H. Finucane, ACAP's executive director, to: Rep. Norman Mineta (D-Calif.), chairman of the House aviation subcommittee; Rep. Elliott Levitas (D-Ga.), chairman of the investigations and oversight committee; and, Sen. Nancy Kassebaum, chairman of the Senate aviation subcommittee. He also sent copies to Helms and DOT Secretary Elizabeth Dole. Finucane stated that "the Administrator of the Federal Aviation Administration holds a position of considerable importance to the American public" and said the agency's many functions "require the full-time attention of any Administrator, as well as public confidence in the Administrator's integrity, qualifications and ability to carry out these important tasks. Such confidence is difficult to maintain in light of the as-yet unanswered charges in the Journal article."

There was no immediate reaction to ACAP's letter from Capitol Hill as most members of Congress and many key staffers were out of town for the 10-day Columbus Day recess. White House, DOT and FAA spokesmen have refused to make any comment on the allegations. Initial reaction to the Journal article within the aviation industry was shock, followed by continuing speculation that Helms will either resign or be forced out of his FAA job.

LEAR FAN EXPECTS BASIC CERTIFICATION IN MARCH; RENEGOTIATING ORDERS

Officials of Lear Fan Ltd. say they now anticipate receipt of basic FAA type certification for the Lear Fan 2100 aircraft in March, but it is not clear how many firm orders for the all composite aircraft will be in hand by that time. Walter Boener, director of marketing for the Reno, Nev. company, said Learavia Corp.—which previously owned the rights to the Lear Fan program—had signed contracts for 273 aircraft before a new group of investors formed Lear Fan Holdings Inc. and took over the company late last year *(BA, Nov. 1/137).* Boener said the new owners believe they have no obligation to honor those contracts—some of which specified a purchase price of $850,000—since they were signed before Lear Fan Holdings acquired the company.

Boener said contracts with a purchase price of $1.6 million or higher will be honored, however, and purchasers will receive a $150,000 credit for avionics since the Collins Microline equipment originally specified is no longer available. Persons who had put down deposits for aircraft priced below $1.6 million have the option of either getting back their $50,000 or $75,000 deposits or signing a new contract at the higher price. About 60 deposits have been returned. He said the company has orders for approximately 40 aircraft at the higher price. New orders are not currently being sought, pending completion of certification activities.

Boener said the aircraft, which is powered by twin Pratt & Whitney PT6A-35F engines driving a single pusher propeller, will meet the takeoff requirements specified for a twin-engine aircraft. He said the aircraft's transmission has completed rigorous testing without any significant problems. Flight test aircraft have

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – SEPTEMBER UNIT SHIPMENTS

		Sept. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	4	6
BE-C23	Sundowner	0	12	16
BE-C24R	Sierra	0	3	9
BE-F33A	Bonanza	0	13	18
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	7	49	62
BE-B36TC	Bonanza	6	48	57
• Multi-Engine				
BE-B55	Baron	0	13	13
BE-E55	Baron	0	4	7
BE-58	Baron	3	26	36
BE-58TC	Baron	1	3	3
BE-58P	Baron	0	8	21
BE-76	Duchess	0	8	9
BE-860	Duke	0	8	9
BE-C99	Airliner	2	12	13
BE-C90-1	King Air	0	13	21
BE-F90-1	King Air	5	12	17
BE-B100	King Air	1	4	5
BE-200	Super King Air	5	50	68
BE-200C	Super King Air	2	13	13
BE-200T	Super King Air	0	1	2
TOTAL		32	308	410
Manufacturers net billing - $24,242,639				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	2	15	18
HS-748		0	6	7
BAe 146-100		1	4	4
BAe 146-200		1	2	2
HS-125-700	Model A	2	6	10
HS-125-700	Model B	0	9	12
TOTAL		6	42	53
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	7	12
BN-2T	Islander	0	2	3
Mark III	Trislander	0	1	1
TOTAL		2	10	16
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		11	158	201
CE-A152	Aerobat	2	7	9
CE-172	Skyhawk	38	191	236
CE-172	Cutlass	4	18	18
CE-172RG	Cutlass	13	44	62
CE-182	Skylane	8	65	95
CE-122	Turbo Skylane	4	16	19
CE-182RG	Skylane RG	9	26	33
CE-182RG	Turbo Skylane RG	5	18	25
CE-185	Skywagon	2	20	28
CE-U206	Stationair 6	4	56	69
CE-TU206	Turbo Stationair 6	1	47	62
CE-208	Stationair 8	0	6*	9*
CE-TU208	Turbo Stationair 8	0	4*	4*
CE-210	Centurion	4	19	27
CE-T210	Turbo Centurion	8	43	59
CE-P210	Pressurized Centurion	5	21	27
CE-188	AgHusky	3	17	22
CE-188	AgTruck	2	20	25
• Multi-Engine				
CE-303	Crusader	4	49	67
CE-335		0	1	1
CE-340		0	19*	23*
CE-402		6	16	20
CE-404	Titan	0	0	2
CE-414	Chancellor	0	9	14
CE-421	Golden Eagle	11	26	31
CE-425	Conquest I	0	26	39
CE-441	Conquest II	2	14	21
CE-500	Citation I	2	10	20
CE-550	Citation II	3	22	44
CE-650	Citation III	3	11	11

		Sept. 83	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		5	15	21
CE-F152	Aerobat	1	1	2
CE-F172	Skyhawk	10	18	25
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		170	1,033	1,371
* Figures reflect aircraft buybacks by Cessna				
Manufacturers net billing - $44,986,922				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	3	4
AD-My.200	Falcon	0	6	6
AD-My.50	Falcon	0	12	30
TOTAL		0	22	43
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	2
DHC-6		0	6	7
DHC-7		0	3	8
TOTAL		0	9	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	3	11	15
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	2	2
EMB-720	Minuano (PA-32-310 Saratoga)	2	3	4
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	3	5
• Multi-Engine				
EMB-110	Bandeirante	1	10	17
EMB-121	Xingu	0	1	4
EMB-8100	Seneca II	4	29	45
EMB-820	Chieftain	0	1	1
TOTAL		11	64	97
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		1	10	22
Merlin III-C		0	0	0
Merlin IV-C		7	7	12
TOTAL		8	17	36
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	5	8
LR-35A		2	4	13
LR-36A		0	2	2
LR-55		1	13	29
TOTAL		3	24	52
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	5	24*	38*
AE-840	Turbo Commander	0	5	7
AE-900	Commander 900	1	7	11
AE-980		0	0	1
AE-1000		3	10	19
TOTAL		9	46	77
* Figures have been reduced to reflect cancellation of one GR-1159A delivery previously reported in June.				
Manufacturers net billing - $58,448,000				
(Exports: 1 1000 to Denmark and Australia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	2	7	7
TOTAL		2	7	7

		Sept. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		1	16	24
LA-250	Renegade	1	2	2
TOTAL		2	18	26
Manufacturers net billing - $262,902				
(Exports: 1 LA-4-200EP to Canada)				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	4	5
M-6-235		0	25	30
TOTAL		0	30	39
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	5	14
Diamond		9	28	41
TOTAL		10	33	55
(Exports: 1 Diamond to Cyprus, Italy, and West Germany				
1 Marquise to Denmark)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	11	65	85
M-20K	231	2	38	69
TOTAL		13	103	154
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	10	17
PA-28-161	Warrior	0	89	116
PA-28-181	Archer II	1	62	91
PA-28-236	Dakota	2	20	27
PA-28RT-201	Arrow IV	1	1	5
PA-28RT-201T	Turbo Arrow IV	2	38	56
PA-32-301	Saratoga	1	18	29
PA-32-301T	Turbo Saratoga	0	6	8
PA-32R-301	Saratoga SP	0	17	26
PA-32R-301T	Turbo Saratoga SP	4	30	40
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	3	5
PA-31-325	Navajo C/R	1	9	12
PA-31-350	Chieftain	1	26	39
PA-31P-350	Mojave	0	10	10
PA-31T-501T	Cheyenne I	1	2	2
PA-31T-501T	Cheyenne IA	1	4	9
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	2	7	10
PA-42-720	Cheyenne III	4	9	16
PA-42-720	Cheyenne IIIA	0	2	2
PA-34-220T	Seneca III	2	54	83
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	1	1	2
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	1	1
PA-602P	Aerostar	0	12	16
PA-T1020		4	6	7
PA-T1040		1	4	10
TOTAL		30	473	740
Manufacturers net billing - $14,077,600*				
*(Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	5	5
SD-3-60		1	19	22
TOTAL		1	25	28
	SINGLE-ENGINE	184	1,438	1,993
	MULTI-ENGINE	115	827	1,229
	GRAND-TOTAL	299	2,265	3,222

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	September			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	32	37	102	308	426	964	410	704	1,295
British Aerospace	6	1	3	42	21	24	53	31	35
Britten-Norman	2	*	7	10	*	25	16	*	39
Cessna	170	160	529	1,033	1,808	3,754	1,371	2,374	5,331
Dassault	0	3	8	22	43	65	43	60	87
De Havilland	0	*	*	9	*	*	17	*	*
Embraer	11(4)	11(7)	11(7)	64(22)	148(57)	155(60)	97(36)	196(84)	275(94)
Fairchild	8	1	7	17	30	49	36	66	78
Gates	3	7	13	24	71	94	52	115	132
Gulfstream	9	8	14	46	65	251	77	199	341
Israel	2	*	*	7	18	28	7	27	38
Lake	2	2	3	18	15	43	26	25	59
Maule	0	0	5	30	30	37	39	37	57
Mitsubishi	10	8	6	33	21	31	55	33	42
Mooney	13	10	33	103	137	262	154	209	336
Piper	30	70	228	473	776	2,026	740	1,245	2,650
Rockwell	0	0	4	1	2	38	1	4	47
Short	1	0	1	25	12	12	28	15	17
TOTAL	299	318	974	2,265	3,623	7,858	3,222	5,340	10,859

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.